

Hours of Service **LOGBOOK** Examples



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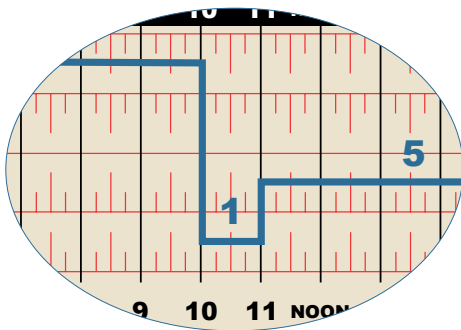


Introduction

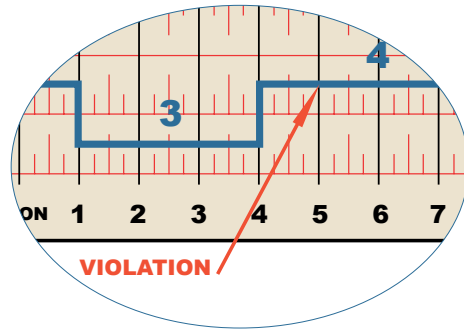
Listed below are 20 examples of the Federal hours-of-service rules for property-carrying commercial motor vehicles as published on December 27, 2011 (76 FR 81134). Most, but not all of the examples focus on the changes to the hours-of-service rules in the December 27, 2011 Final Rule. As there are two different effective/compliance dates with this rule, in each example the effective/compliance date for the appropriate provision has been indicated accordingly (see NOTE below). Four examples of the hours-of-service rules for passenger-carrying vehicles are also included. Each example includes:

One or two completed grids from a driver's Record of Duty Status (log) (where there are two consecutive logs, the labels "Day 1" and "Day 2" are used to tell the two days apart);

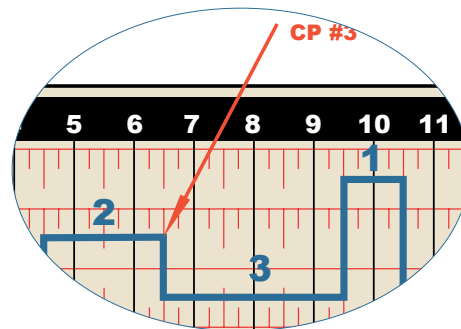
- A brief description of any violations that may exist; and
- An in-depth explanation of the hours-of-service rules as they apply to the sample log(s).
- Each blue horizontal line drawn within each log grid is labeled with the number of consecutive hours the driver spent in that duty status:



A red "violation arrow," is used to indicate the point at which the driver went into violation of the 11, 14, 60/70 hour rule, for example.



Finally, on some examples an arrow labeled "CP" is used to indicate various "Calculation Points," such as "CP#1," "CP#2," etc. A calculation point is the time of day at which a driver of a property-carrying commercial motor vehicle (CMV) would begin to count his or her driving and/or on duty time so as to calculate compliance with the driving and/or on duty limits. A calculation point would normally appear after a 10-hour break or equivalent:



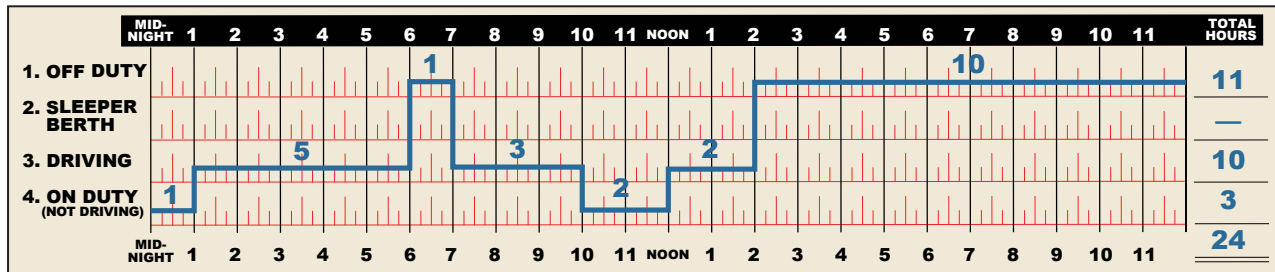
When reviewing the following examples, unless otherwise indicated, you can assume that the driver had at least **10 consecutive hours off duty** before the start of each "Day 1" or standalone log.

NOTE: Unless otherwise indicated, these examples only apply to property-carrying vehicles. As there are different implementation dates for various provisions in the December 27, 2011 hours-of-service Final Rule, throughout these logbook examples the appropriate effective and compliance dates for these various provisions have been indicated accordingly.



EXAMPLE 1: 14-Hour Driving Window

Day 1



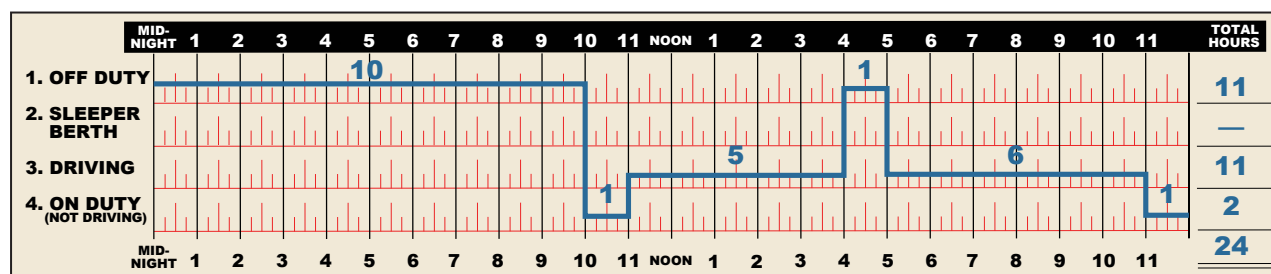
Violations: There are no violations in this example.

Explanation: This is an example of the 14 consecutive-hour “driving window.” After 10 consecutive hours off duty, the driver had 14 hours available and started his/her driving window at Midnight on Day 1. At 2:00 p.m., the driver had reached the end of the 14-hour window (10 hours driving; 3 hours on duty; 1 hour off duty). The driver may not drive a CMV once he or she has reached the end of the 14 consecutive-hour period (unless a 16-hour day is available [Section 395.1(o)]), and in this example the driver goes off duty for the required 10 consecutive hours starting at 2:00 p.m. on Day 1.

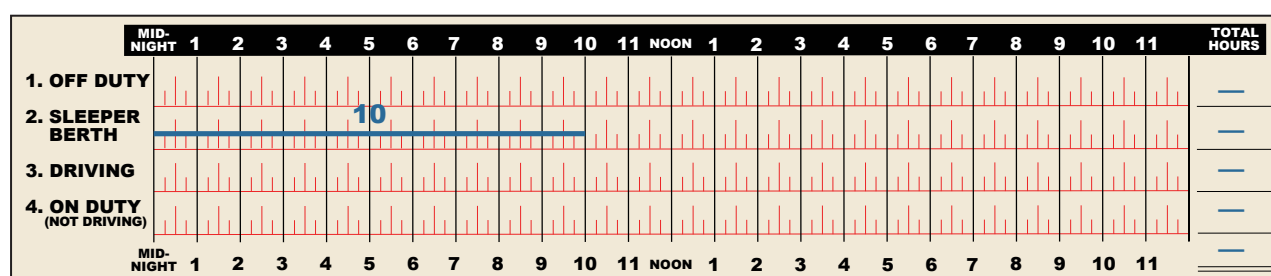


EXAMPLE 2: Driving Limit*

Day 1



Day 2



Violations: There are no violations in this example.

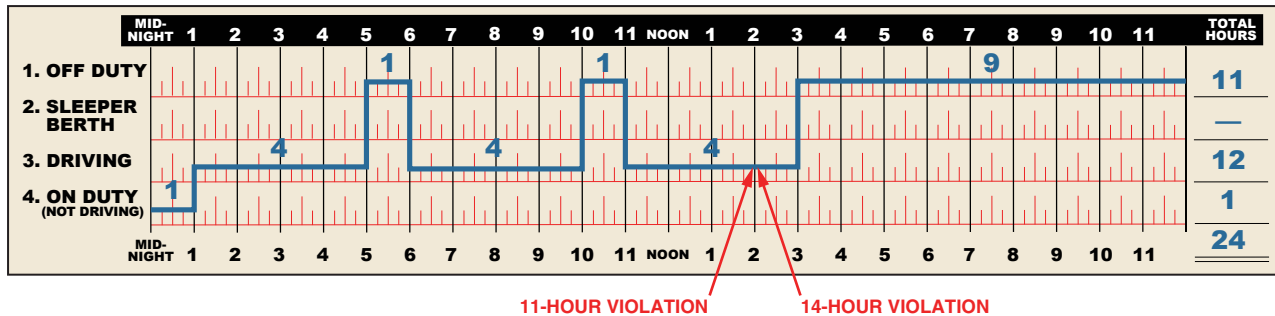
Explanation: This is an example of the maximum of 11 hours of driving within the “driving window.” After 10 consecutive hours off duty, the driver had 14 hours available (and 11 hours driving) starting at 10:00 a.m. on Day 1. The driver was on duty for 1 hour, drove for 5 hours, went off duty for 1 hour, drove for another 6 hours between 5:00 p.m. and 11:00 p.m., and was on duty for 1 hour. In this example, the driver drove the maximum 11-hour limit within the 14-hour “driving window” and is therefore in compliance with the rule. Starting at Midnight on Day 2, the driver may not drive a CMV until he/she goes off duty for a minimum of 10 consecutive hours, which is indicated on the log (10 sleeper-berth (S/B) hours). In addition, the 1 hour (1/2 hour minimum) off duty break between 4:00 p.m. and 5:00 p.m. on Day 1 was necessary as the driver may drive only if 8 hours or less have passed since the end of the driver’s last off duty period of at least 30 minutes.

**The compliance date for the 30-minute break provision is July 1, 2013.*

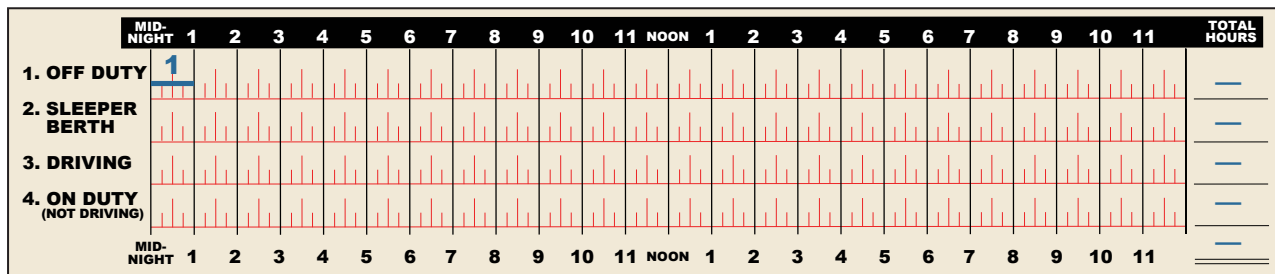


EXAMPLE 3: Driving Limit

Day 1



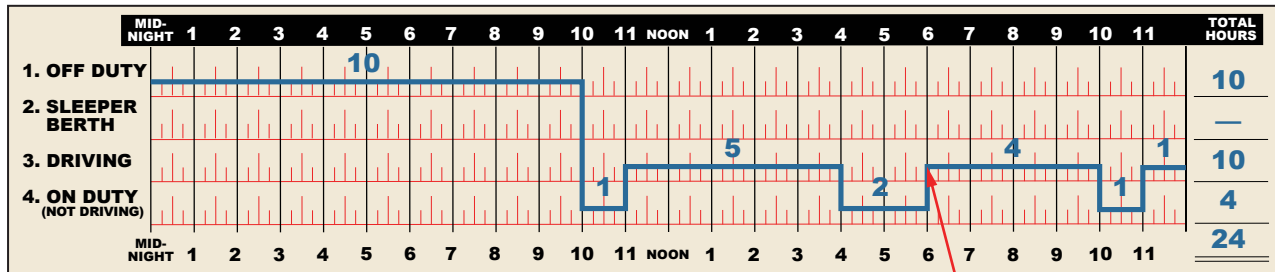
Day 2



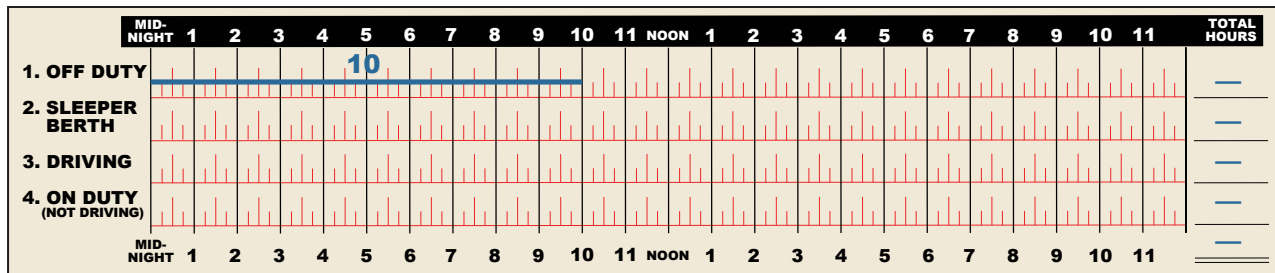
Violations: There is a violation of the 11 and 14-hour rules at 2:00 p.m. on Day 1.

Explanation: This is an example of the maximum of 11 hours of driving within the “driving window.” After 10 consecutive hours off duty prior to the start of Day 1, the driver had 14 hours available (and 11 hours driving) starting at Midnight on Day 1. The driver was on duty for 1 hour, drove for 4 hours, went off duty for 1 hour, drove for another 4 hours, went off duty for 1 hour, and drove for another 4 hours between 11:00 a.m. and 3:00 p.m. In this example between 2:00 p.m. and 3:00 p.m. on Day 1, the driver drove for 1 hour over the maximum 11 hour limit, and also drove for 1 hour over the legal 14-hour “driving window” limit and is therefore in violation of these two rules. At 2:00 p.m. on Day 1, the driver must stop driving. He/she could remain on duty (not driving), and must go off duty for a minimum of 10 consecutive hours before driving again. In this example, the driver started this off-duty period at 3:00 p.m. and is therefore in violation.



EXAMPLE 4: Rest Breaks***Day 1**

VIOLATION
30-minute break provision

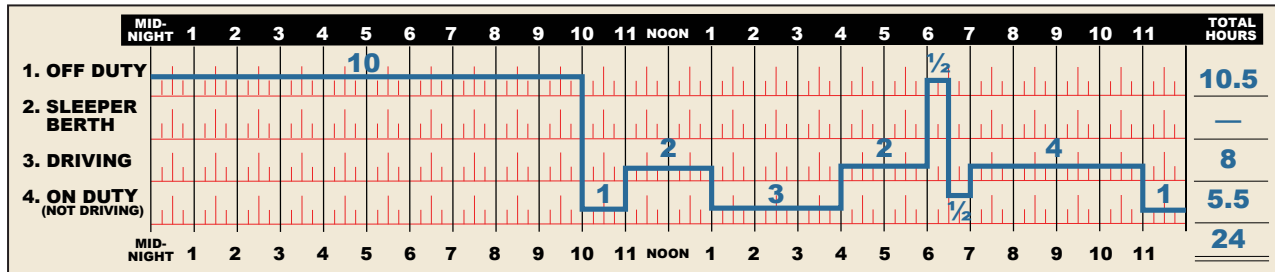
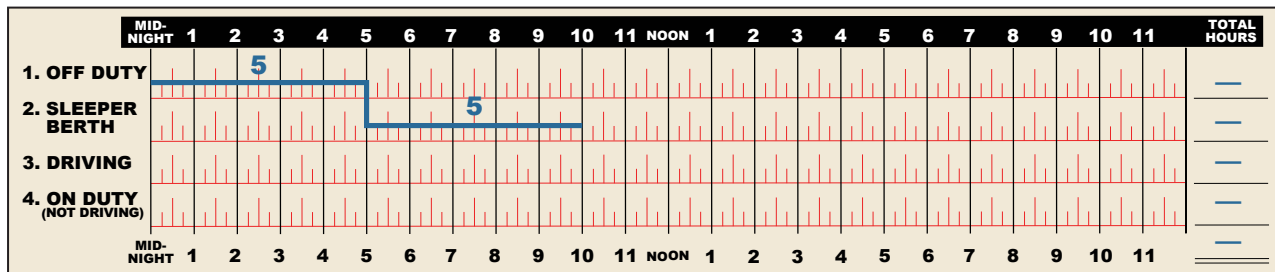
Day 2

Violations: There is a violation in this example at 6:00 p.m. on Day 1.

Explanation: This is an example of the limit on consecutive hours of driving and necessary rest breaks. After 10 consecutive hours off duty, the driver had 14 hours available (and 11 hours driving) starting at 10:00 a.m. on Day 1. A driver may drive only if 8 hours or less have passed since the end of the driver's last off-duty period of at least 30 minutes. Therefore, in this example after 1 hour on duty, 5 hours of driving, and another 2 hours on duty, the driver must take his/her necessary 30-minute break at 6:00 p.m. As the driver drove the commercial motor vehicle (CMV) at this point he/she is in violation of the 30-minute break provision at 6:00 p.m. on Day 1. Starting at Midnight on Day 2, the driver must go off duty for a minimum of 10 consecutive hours before he/she may drive again, which is indicated on the log.

**The compliance date for the 30-minute break provision is July 1, 2013.*



EXAMPLE 5: Rest Breaks***Day 1****Day 2**

Violations: There are no violations in this example.

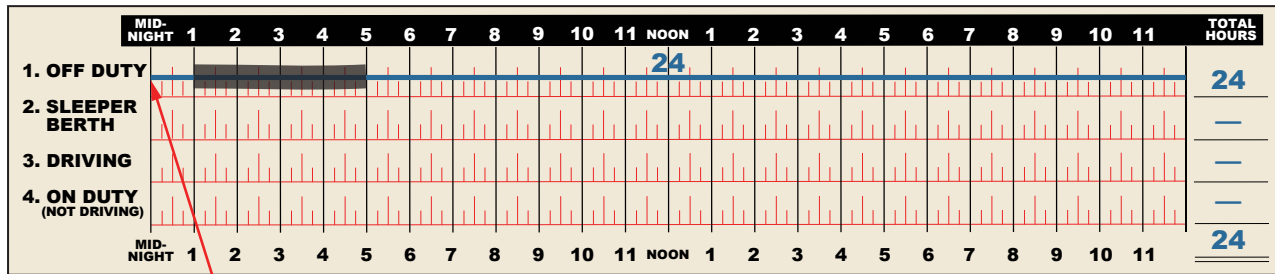
Explanation: This is another example of the limit on consecutive hours of driving and necessary rest breaks. A driver may drive only if 8 hours or less have passed since the end of the driver's last off-duty period of at least 30 minutes. In this example, beginning with the start of the driving window at 10:00 a.m. on Day 1, the driver was on duty for 1 hour, drove for 2 hours, was on duty for 3 hours, and then drove 2 more hours – totaling 8 hours (combined driving and on-duty time). At 6:00 p.m. on Day 1, the driver takes the required minimum 30-minute off-duty break, then goes back on duty for 1/2 hour, and completes the 14 hour “window” at 12:00 Midnight with 4 hours of driving and 1 hour of on-duty time. Once again, starting at Midnight on Day 2, the driver must go off duty for a minimum of 10 consecutive hours before he/she may drive again, which is indicated on the log (5 hours off duty, followed by 5 hours in the sleeper-berth (S/B)).

*The compliance date for the 30-minute break provision is July 1, 2013.



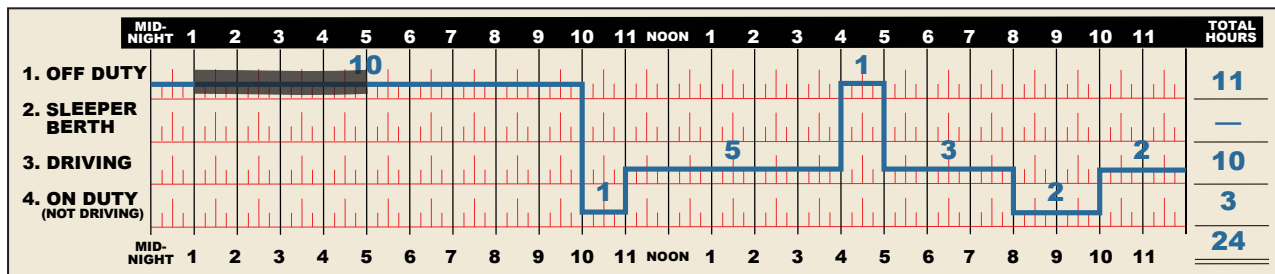
EXAMPLE 6: Restart Provision*

Day 1

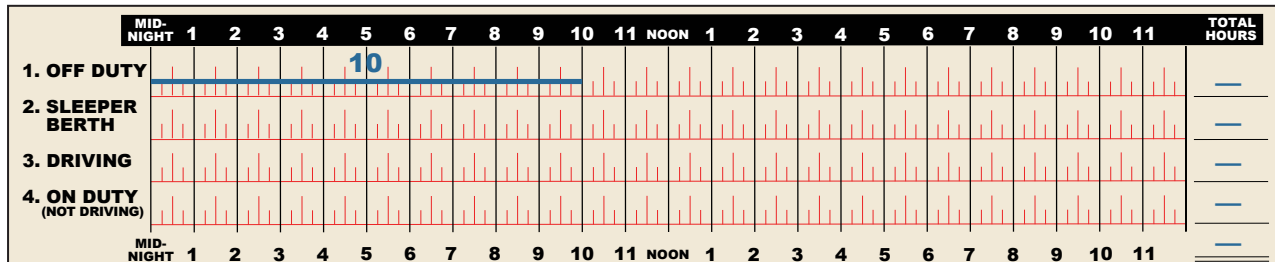


Beginning of restart period

Day 2



Day 3

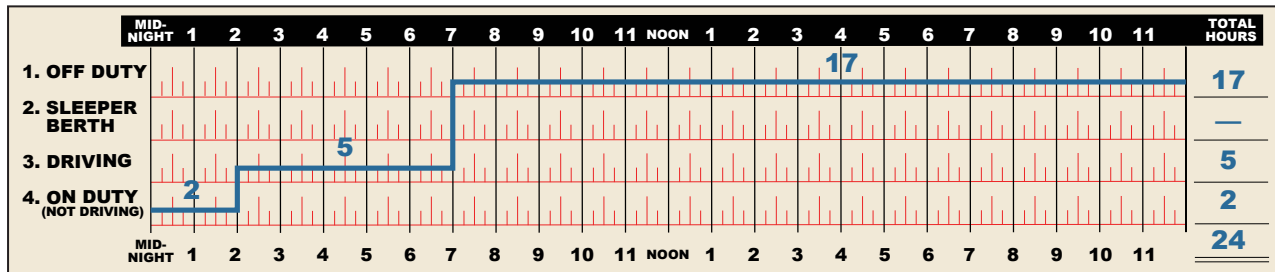
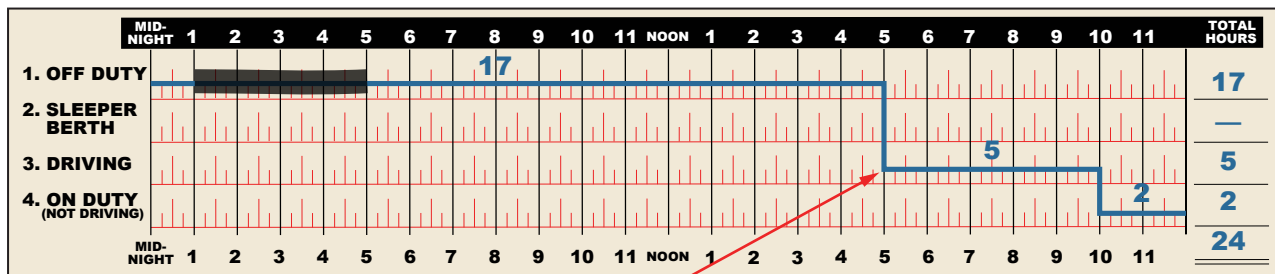


Violations: There are no violations in this example.

Explanation: This is an example of the restart provision relating to the 60-hour/7 day or 70-hour/8 day calculation(s), which may only be used once per week. On Day 1 the driver chooses to begin use of the restart. The restart must include two periods between 1:00 a.m. and 5:00 a.m. [home terminal time]. In this example, there are two periods highlighted between 1:00 a.m. and 5:00 a.m. (one on Day 1 and one on Day 2), so at 10:00 a.m. on Day 2 the driver has taken a legitimate restart break. At this time, the calculation of the driver's 60/7 and 70/8 hours/days has been reset to zero (0). The driver is then driving/on duty for 14 more consecutive hours and before driving again must go off duty for 10 consecutive hours starting at Midnight on Day 3 as is indicated on the log example. The driver must note the period used to restart his/her hours in the remarks on his/her log. The remark indicating the restart period is required if more than one 34-hour restart occurs within a 168-hour period, otherwise, the remark is optional [Section 395.3(d)]. **[NOTE:** Highlighting is shown only for explanatory purposes, and would not be required on the actual log.]

*The compliance date for the new restart provision is July 1, 2013.



EXAMPLE 7: Restart Provision***Day 1****Day 2**

VIOLATION
(if exceeds 60-hour/7 day or 70-hour/8-day Federal limits)

Violations: There may be a violation at 5:00 p.m. on Day 2 if the driver did not have available hours (restart does not meet final rule conditions).

Explanation: This is an example of the restart provision relating to the 60-hour/7 day or 70-hour/8 day calculation(s), which may only be used once per week. The restart must include two periods between 1:00 a.m. and 5:00 a.m. In this example the driver begins his/her restart at 7:00 a.m. on Day 1. There are not two periods between 1:00 a.m. and 5:00 a.m., therefore there is no authorized restart allowing the 60/70 hour rule to reset to zero. Consequently, at 5:00 p.m. on Day 2, the driver would be in violation if he/she exceeds the 60-hour/7 day or 70-hour/8 day limits by driving a commercial motor vehicle (CMV) at that point. **[NOTE:** Highlighting is shown only for explanatory purposes, and would not be required on the actual log.]

*The compliance date for the new restart provision is July 1, 2013.



EXAMPLE 8: Restart Provision*

1/1 SAT	1/2 SUN	1/3 MON	1/4 TUE	1/5 WED	1/6 THU	1/7 FRI	1/8 SAT	1/9 SUN
48 hours consecutive off-duty.		From Monday (1/3) through Friday (1/7), driver accumulates a total of 60 hours (on-duty and driving) for that period.					Driver starts new 34-hour restart period beginning with Saturday (1/8).	

Violations: There are no violations in this example.

Explanation: This is an example of the new restart provision. After June 30, 2013, a driver may not take an off-duty period to restart the calculation of 60 hours in 7 consecutive days or 70 hours in 8 consecutive days until 168 or more consecutive hours have passed since the beginning of the last such off-duty period. In this example, the driver reaches his/her maximum 60 hours (on duty and driving) in 7 days on Friday (1/7) and therefore can begin a new 34-hour restart starting on Saturday (1/8). This is because the 168-hour period is counted from beginning of the last prior restart, which was on Saturday (1/1). The restart must include two periods between 1:00 a.m. and 5:00 a.m. as well.

**The compliance date for the new restart provision is July 1, 2013.*



EXAMPLE 9: Restart Provision*

1/1 SAT	1/2 SUN	1/3 MON	1/4 TUE	1/5 WED	1/6 THU	1/7 FRI	1/8 SAT	1/9 SUN
48 hours consecutive off-duty starting on 1/1.		From Monday (1/3) through Thursday (1/6), driver accumulates a total of 60 hours (on-duty and driving) for that period.				Driver "claims" new 34-hour restart period beginning on Friday (1/7).		Driver begins driving CMV on Sunday (1/9).

VIOLATION
34-hour restart did not meet HOS rule conditions.

Violations: There is a violation in this example beginning on Sunday (1/9).

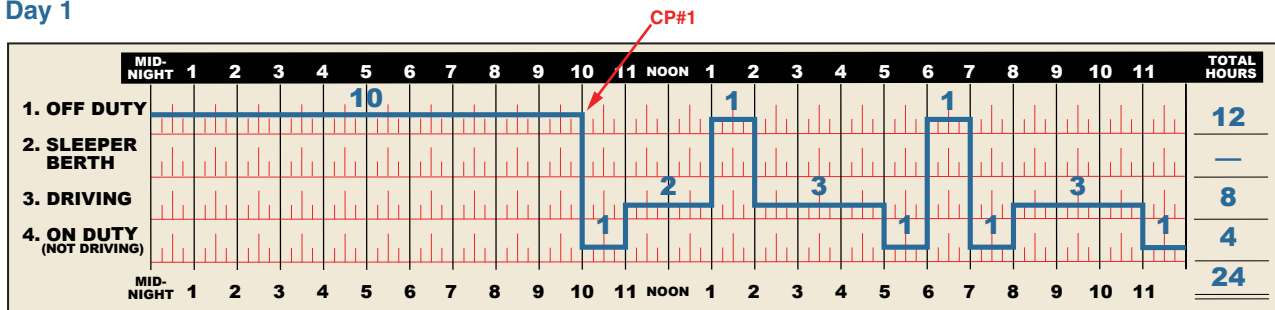
Explanation: This is another example of the new restart provision. After June 30, 2013, a driver may not take an off-duty period to restart the calculation of 60 hours in 7 consecutive days or 70 hours in 8 consecutive days until 168 or more consecutive hours have passed since the beginning of the last such off-duty period. In this example, the driver reaches his/her maximum 60 hours (on duty and driving) in 7 days on Thursday (1/6). The driver begins his/her next "claimed" 34-hour restart on Friday (1/7), which goes through Saturday (1/8) (48 total hours). The driver then begins to drive the CMV on Sunday (1/9) and is in violation at this point, as the "claimed" restart beginning on Friday (1/7) did not meet the HOS rule conditions. This is because the 168-hour period is counted from the beginning of the last prior restart, which in this example was on Saturday (1/1), and the next restart cannot start until Saturday (1/8). The restart must include two periods between 1:00 a.m. and 5:00 a.m. as well.

*The compliance date for the new restart provision is July 1, 2013.

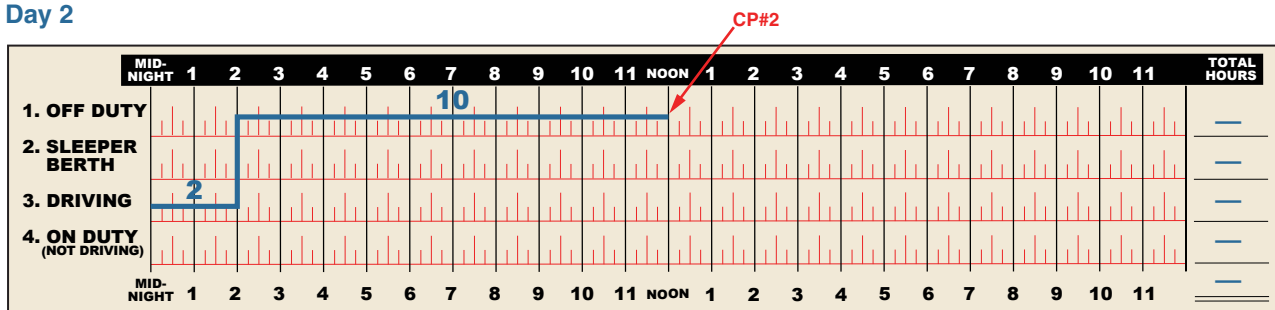


EXAMPLE 10: 16-Hour Driving Window

Day 1



Day 2



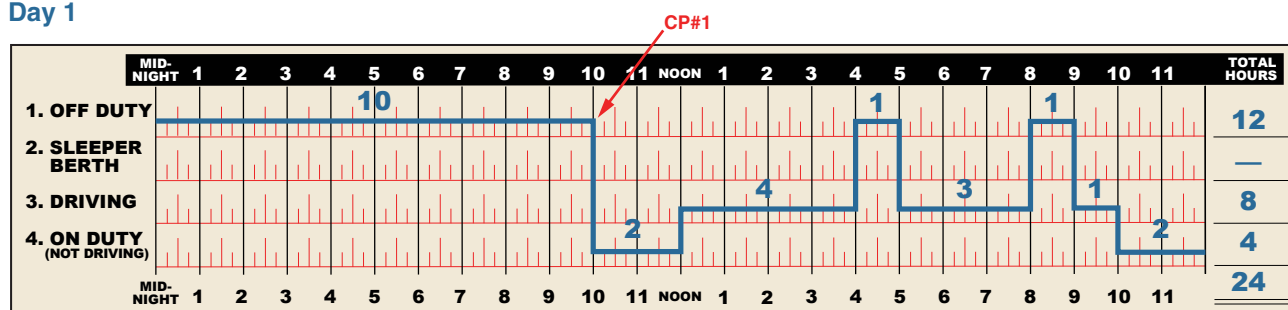
Violations: There are no violations in this example.

Explanation: This is an example of the 16 consecutive-hour “driving window.” This provision is only available once “weekly” to certain drivers, and is not available to all drivers (refer to Section 395.1(o) of the FMCSRs). After 10 consecutive hours off duty on Day 1, the driver had 16 consecutive hours available beginning at 10:00 a.m. (CP#1). This provision allows the driver to drive in the 15th and 16th hours as long as he/she does not drive beyond the 16th hour since coming on duty, or exceed the 11-hour driving limit (CP#2).

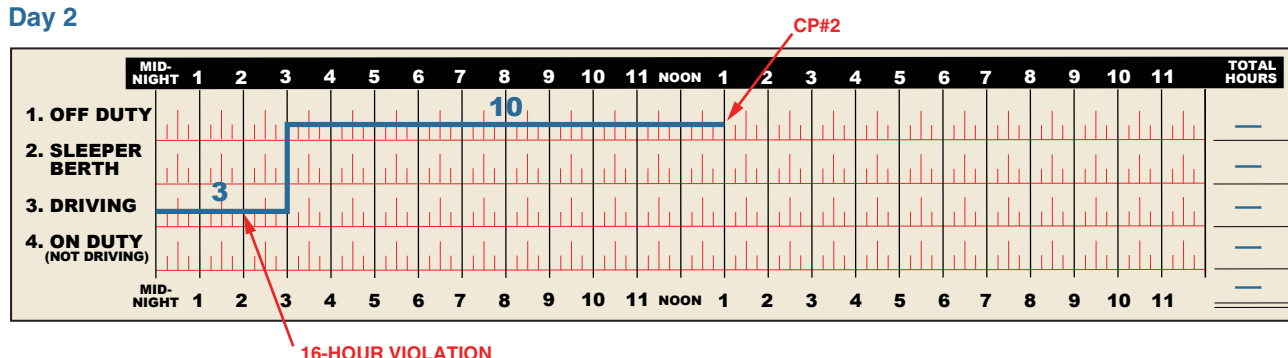


EXAMPLE 11: 16-Hour Driving Window

Day 1



Day 2



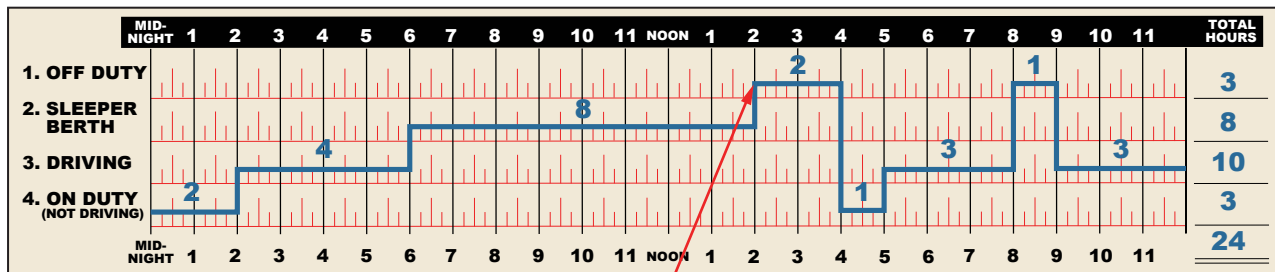
Violations: There is a 16-hour rule violation in this example at 2:00 a.m. on Day 2.

Explanation: This is another example of the 16 consecutive hour “driving window.” This provision is only available once “weekly” to certain drivers, and is not available to all drivers (refer to Section 395.1(o) of the FMCSRs). After 10 consecutive hours off duty on Day 1, the driver had 16 consecutive hours available beginning at 10:00 a.m. (CP#1). This provision allows the driver to drive in the 15th and 16th hours as long as he/she does not drive beyond the 16th hour since coming on duty, or exceed the 11-hour driving limit (CP#2) (with release from duty at end). In this example, starting at 10:00 a.m. on Day 1, the driver reaches a combined 16 hours of driving, on duty, and off-duty time (10 driving, 4 on duty, 2 off duty) at 2:00 a.m. on Day 2. The driver then drove the CMV between 2:00 a.m. and 3:00 a.m. on Day 2 after the 16-hour “driving window” had been completed, and is in violation for this one hour period.



EXAMPLE 12: Two-Driver Property-Carrying CMV*

Day 1



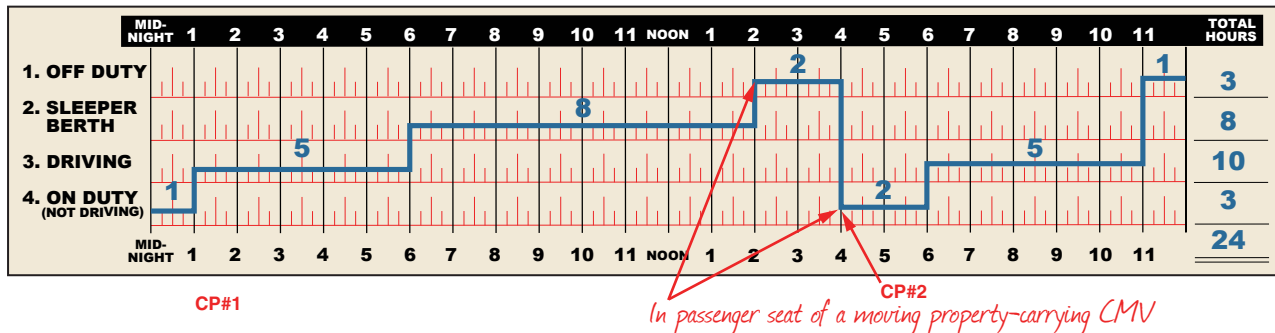
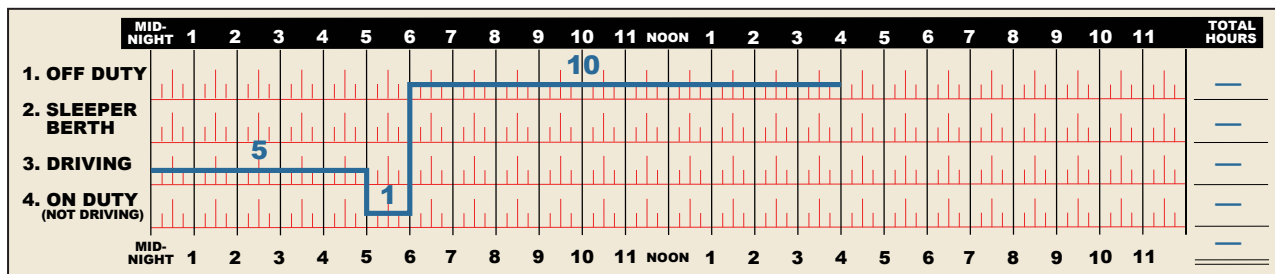
In passenger seat of a moving property-carrying CMV

Violations: There are no violations in this example.

Explanation: This is an example of the change in the definition of on-duty time that would allow a driver in a moving property-carrying CMV to spend up to 2 hours in the passenger seat immediately before or after 8 consecutive hours in the sleeper-berth (S/B), and classify this as off-duty time. After 10 consecutive hours off duty the prior day, starting at Midnight on Day 1 the driver was on duty for a total of 6 hours (including 4 hours driving). The driver then takes a 10 consecutive hour break consisting of 8 hours in the S/B and 2 hours in the passenger seat of a moving property-carrying CMV. It is recommended that the driver note in the "Remarks" section of the log that this 2-hour period between 2:00 to 4:00 p.m. on Day 1 was spent in the passenger seat of a moving property-carrying CMV as indicated above.

**The effective date for the change in the definition of on-duty time in Section 395.2 is February 27, 2012.*



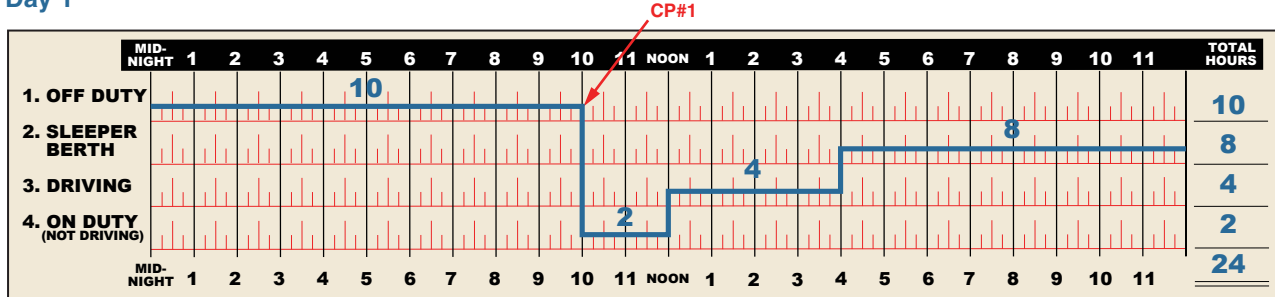
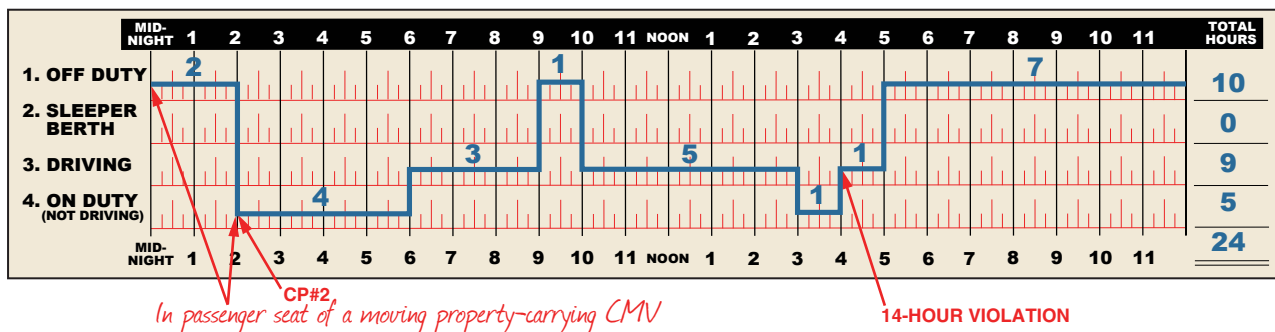
EXAMPLE 13: Two-Driver Property-Carrying CMV***Day 1****Day 2**

Violations: There are no violations in this example.

Explanation: This is another example of the change in the definition of on-duty time that would allow a driver in a moving property-carrying commercial motor vehicle (CMV) to spend up to 2 hours in the passenger seat immediately before or after 8 consecutive hours in the sleeper-berth (S/B), and properly classify this as off-duty time. In this example, the driver takes 4 consecutive hours in the passenger seat between 2:00 and 6:00 p.m. on Day 1, immediately after the 8 consecutive hours in the S/B. However, only the first 2 hours in the passenger seat of the CMV can be combined with the 8 hours in the S/B to get the required 10 consecutive hours off duty. It is recommended that the driver note in the "Remarks" section of the log that this 2-hour period between 2:00 to 4:00 p.m. on Day 1 was spent in the passenger seat of a moving property-carrying CMV. Therefore, at 4:00 p.m. on Day 1, the driver's status becomes "on duty/not driving" and the driver starts the calculation of his/her next available 14-hour "window" (CP#2). He/she is on duty for 2 hours (between 4:00 and 6:00 p.m. on Day 1), drives for 5 hours, goes off duty for 1 hour, drives for 5 more hours starting on Day 2, is on duty for 1 hour, and then goes off duty for 10 consecutive hours between 6:00 a.m. and 4:00 p.m. on Day 2. During this period the driver remained in compliance as he/she did not drive over 11 hours or drive past the 14th hour.

*The effective date for the change in the definition of on-duty time in Section 395.2 is February 27, 2012.



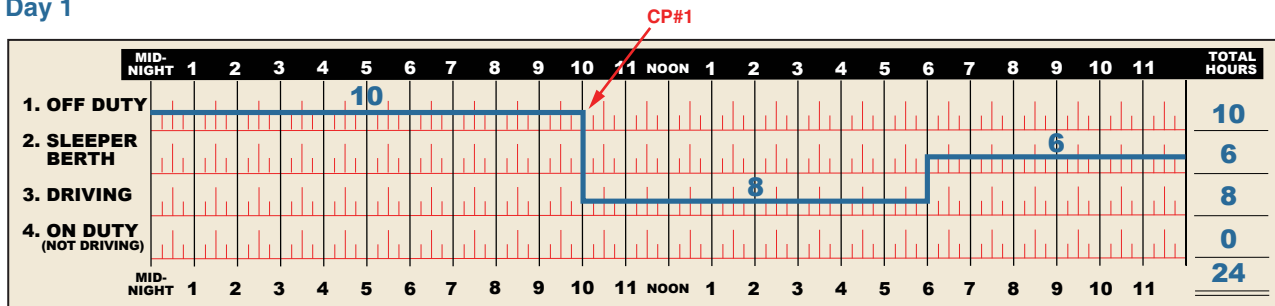
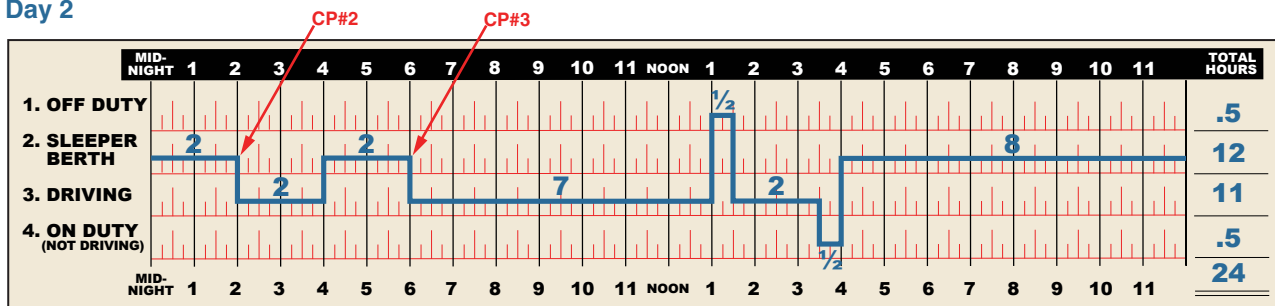
EXAMPLE 14: Two-Driver Property-Carrying CMV***Day 1****Day 2**

Violations: There is a 14-hour violation at 4:00 p.m. on Day 2 in this example.

Explanation: This is another example of the change in the definition of on-duty time that would allow a driver in a moving property-carrying commercial motor vehicle (CMV) to spend up to 2 hours in the passenger seat immediately before or after 8 consecutive hours in the sleeper-berth (S/B), and properly classify this as off-duty time. In this particular example, the driver takes 10 consecutive hours off duty on Day 1, and begins his/her available 14-hour “window” at 10:00 a.m. on Day 1 (CP#1). The driver then is on duty for 2 hours, followed by 4 hours of driving, then 8 consecutive hours in the S/B. The driver then is in the passenger seat of a moving property-carrying CMV for 6 hours, starting at Midnight on Day 2. The first 2 hours in the passenger seat of the CMV can be combined with the 8 hours in the S/B to get the required 10 consecutive hours off duty (It is recommended that the driver note in the “Remarks” section of the log that the 6-hour period between Midnight and 6:00 a.m. on Day 2 was spent in the passenger seat of a moving property-carrying CMV). Therefore, at 2:00 a.m. on Day 2, the driver starts the calculation of his/her next available 14-hour “window” (CP#2). The driver’s status becomes “on duty/not driving” and he/she is on duty for 4 hours (between 2:00 a.m. and 6:00 p.m. on Day 2) followed by 3 hours driving, 1 hour off duty, 5 more hours driving, 1 hour on duty, and then 1 more hour of driving between 4:00 and 5:00 p.m. on Day 2. Starting at CP#2 at 2:00 a.m. on Day 2, the driver reaches the end of the 14-hour period at 4:00 p.m., and therefore may not drive after this point. He/she drove for one hour and there is a 14-hour violation (unless a 16-hour day was available to the driver [Section 395.1(o)]).

*The effective date for the change in the definition of on-duty time in Section 395.2 is February 27, 2012.



EXAMPLE 15: Sleeper-Berth Use***Day 1****Day 2**

Violations: There are no violations in this example.

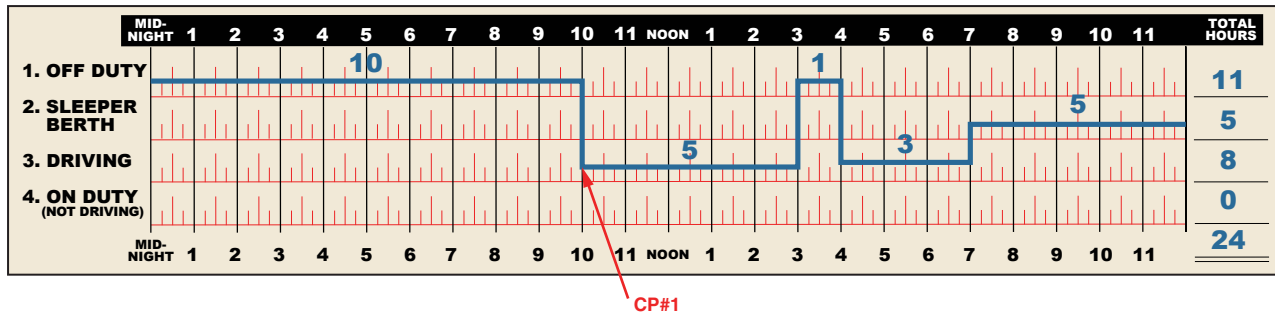
Explanation: This is an example of the current sleeper-berth (S/B) provisions as affected by other changes from the December 2011 Final Rule. There are three separate calculation points (CPs) indicated in this example. CP #1 starts after 10 consecutive hours off on Day 1. After CP#3 on Day 2, the driver takes a 1/2-hour off duty break between 1:00 p.m. and 1:30 p.m. in order to meet one of the new regulations (prohibition on driving if 8 hours or more have passed since the end of the driver's last off duty period of at least 30 minutes). He/she took the 1/2 hour break to gain additional drive time even though not at the 8 hour on duty limit yet. The 14 consecutive-hour calculation started at 2:00 a.m. on Day 2 (CP #2) and continues until 4:00 p.m., when the driver goes into the S/B for 8 hours.

*The compliance date for the 30-minute rest break provision is July 1, 2013.

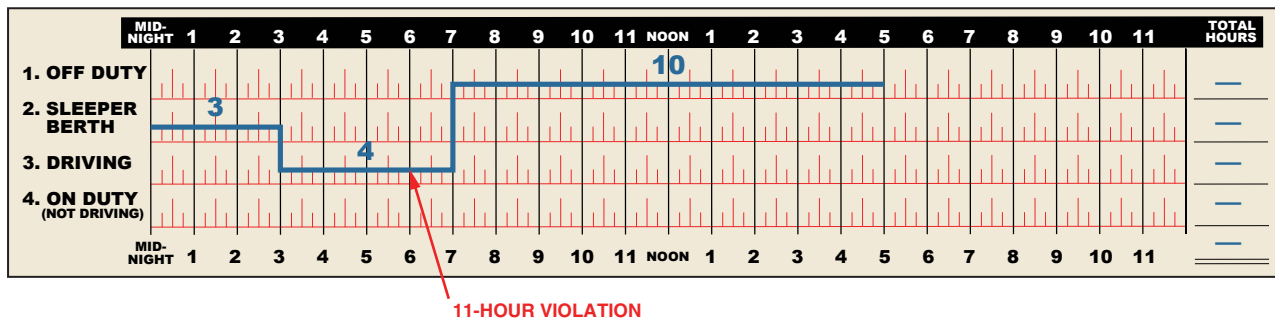


EXAMPLE 16: Sleeper-Berth Use

Day 1



Day 2



Violations: There is an 11-hour rule violation from 6:00 a.m. to 7:00 a.m. on Day 2.

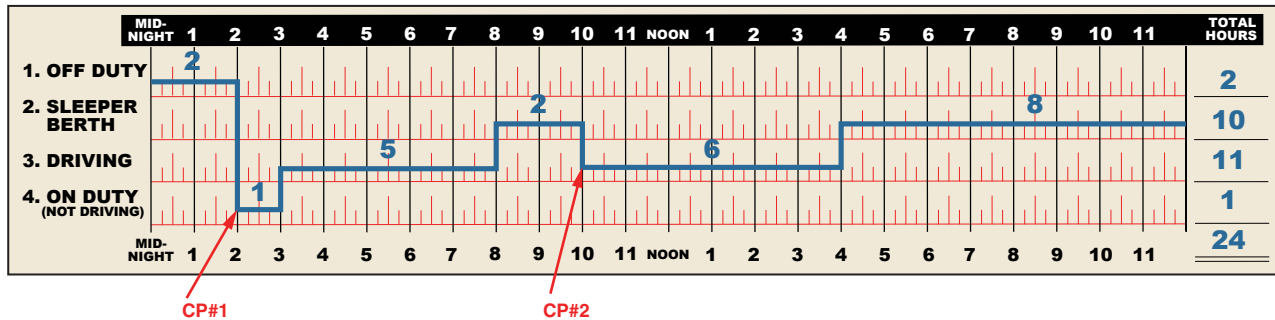
Explanation – 11-Hour Limit: After 10 hours off duty, the driver had 11 hours of driving time available at 10:00 a.m. (CP#1) on Day 1. At the end of Day 1, the driver had 3 hours remaining and, without a valid 10-hour break, the driver violated the 11-hour limit by driving an additional 1 hour at 6:00 a.m. on Day 2. **[NOTE:** The driver had 8 consecutive hours in the sleeper-berth (S/B), but that break does not give the driver any extra driving time (that is, it does not change the calculation point by itself). In addition, the driver cannot use the S/B provision because he/she did not obtain the equivalent of 10 hours of rest by getting a combination of at least 8 (but less than 10) consecutive hours in a S/B and another break of at least 2 (but less than 10) consecutive hours.]

Explanation – 14-Hour Limit: Calculation of the 14-hour limit begins at 10:00 a.m. on Day 1 (CP#1). The driver used 9 of 14 hours on Day 1. Although the driver then got 8 consecutive hours in a S/B, **that rest break is not included in the 14-hour calculation.** The 14-hour calculation continues into Day 2, and at 7:00 a.m. the driver has accumulated 13 hours and has not driven a CMV past the 14-hour duty limit. **[NOTE:** The driver had 8 consecutive hours in the S/B, but that does not change the calculation point because the driver did not obtain a second break of at least 2 (but less than 10) consecutive hours.]

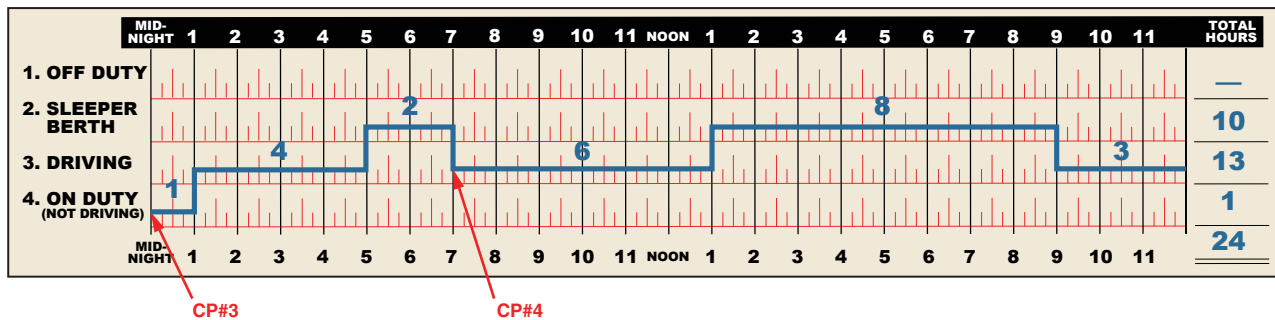


EXAMPLE 17: Sleeper-Berth Use

Day 1



Day 2



Violations: There are no violations.

Explanation – 11-Hour Limit: After 10 hours off duty, the driver had 11 hours of driving time available at 2:00 a.m. (CP#1) on Day 1. The driver used those 11 hours by 4:00 p.m. on Day 1, when he or she entered the sleeper-berth (S/B) for 8 consecutive hours. Because the driver accumulated at least 10 hours of rest using a combination of at least 8 consecutive hours in a S/B and another break of at least 2 consecutive hours, he or she was eligible for the S/B provision. This moves the calculation point to the end of the first of the two periods of rest, or 10:00 a.m. on Day 1 (CP#2). Starting the calculation from there, the driver accumulated another 10 hours of driving by 5:00 a.m. on Day 2. By 7:00 a.m. on Day 2, the driver accumulated another pair of qualifying breaks totaling at least 10 hours. This moves the calculation point again, to the end of the first of the two breaks, or 12:00 Midnight on Day 2 (CP#3). From there, the driver accumulated another 10 hours of driving by 1:00 p.m. on Day 2. This pattern continued, with no 11-hour violations.

[NOTE: When using the S/B provision, the order of the qualifying breaks does not matter – the break of “at least 2 hours” can fall before or after the S/B period of “at least 8 hours.”]

Explanation – 14-Hour Limit: Calculation of the 14-hour limit begins at 2:00 a.m. on Day 1 (CP#1). The driver accumulates 14 hours by 4:00 p.m. before entering the S/B. Because the driver then met the requirements for the S/B provision (see above), the calculation point moves to the end of the first qualifying break, or 10:00 a.m. on Day 1 (CP#2). So at Midnight on Day 2,



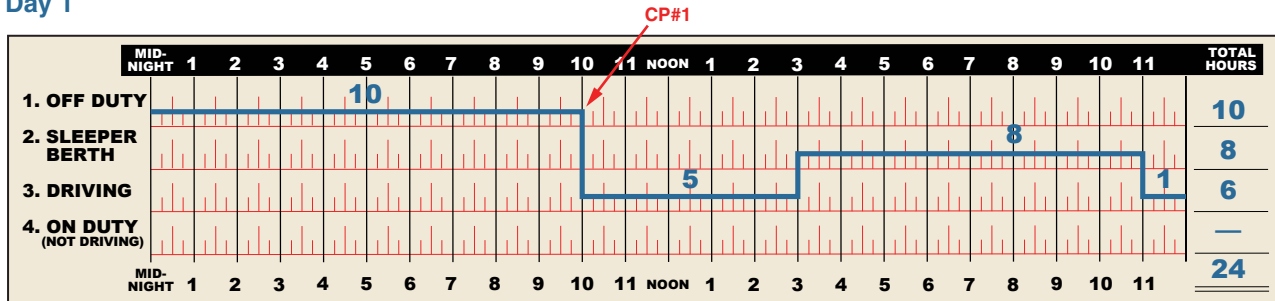
the driver had accumulated 6 hours (any S/B period of at least 8 but less than 10 consecutive hours is excluded from the 14-hour calculation).

By 7:00 a.m. on Day 2, the driver accumulated another pair of qualifying breaks totaling at least 10 hours and has not exceeded the 14-hour limit. This moves the calculation point again, to the end of the first of the two breaks, or Midnight on Day 2 (CP#3). From there, the driver accumulated 13 of 14 hours by 1:00 p.m. on Day 2 (any S/B period of at least 8 but less than 10 consecutive hours is excluded from the 14-hour calculation). This pattern continued, with no violations.

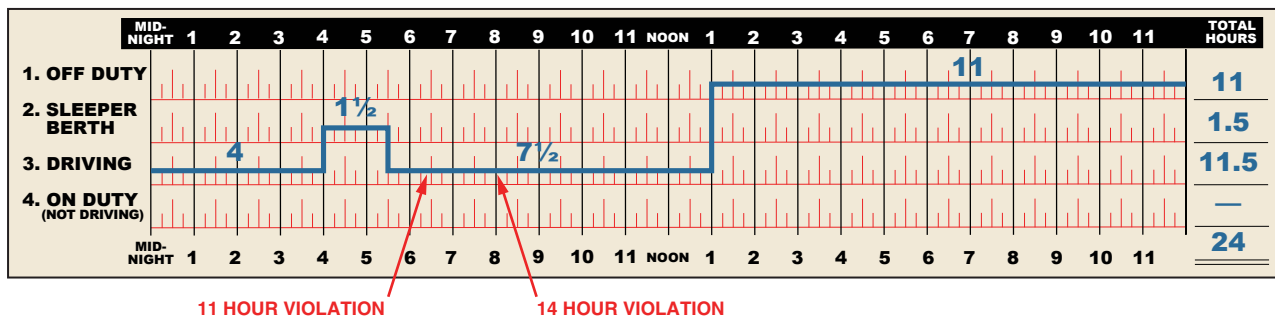


EXAMPLE 18: Sleeper-Berth Use

Day 1



Day 2



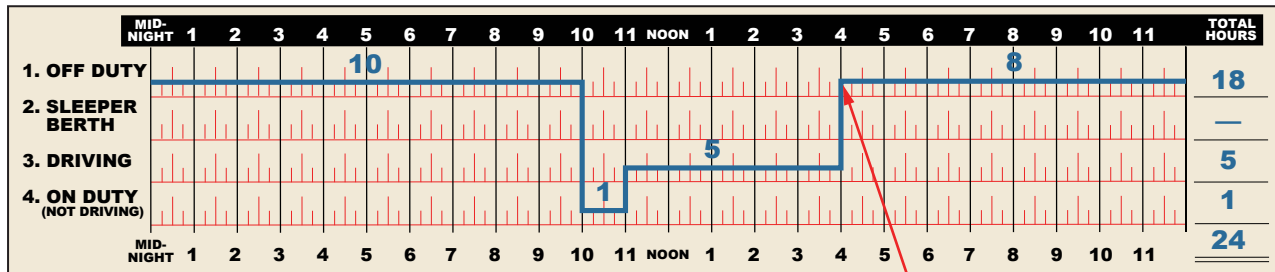
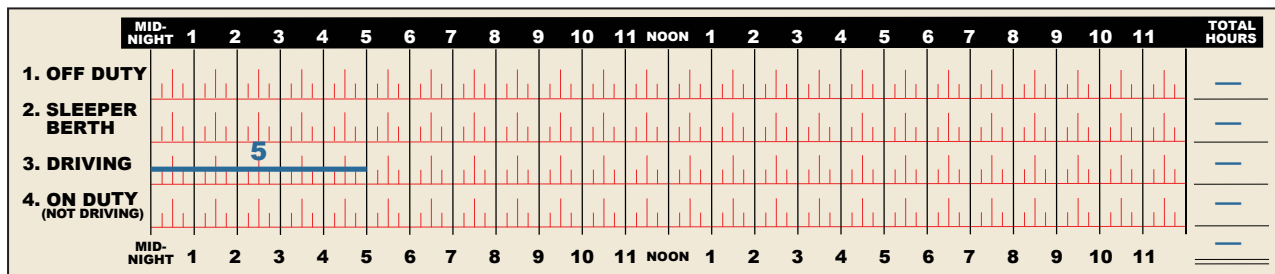
Violations: There is an 11-hour rule violation from 6:30 a.m. – 1:00 p.m., and a 14-hour rule violation from 8:00 a.m. – 1:00 p.m., both on Day 2.

Explanation – 11-Hour Limit: After 10 hours off duty, the driver had 11 hours of driving time available at 10:00 a.m. on Day 1 (CP#1). The driver did not have another 10-hour break (or the equivalent) until 1:00 p.m. on Day 2, so the calculation point never changes. The driver accumulated 6 total hours of driving on Day 1 and reached the 11 hour (driving) limit at 6:30 a.m. on Day 2.

Explanation – 14-Hour Limit: Calculation of the 14-hour limit begins at 10:00 a.m. on Day 1 (CP#1). At Midnight on Day 1, the driver still had 8 hours remaining because any S/B period of at least 8 but less than 10 consecutive hours is excluded from the 14 hour calculation. The driver reached the 14-hour limit at 8:00 a.m. on Day 2, where the violation began.

[NOTE: The S/B periods in these examples do not establish a second calculation point because the driver did not obtain a combination of at least 8 (but less than 10) consecutive hours in a S/B and another break of at least 2 (but less than 10) consecutive hours. The second S/B period was only 1½ hours in length.]

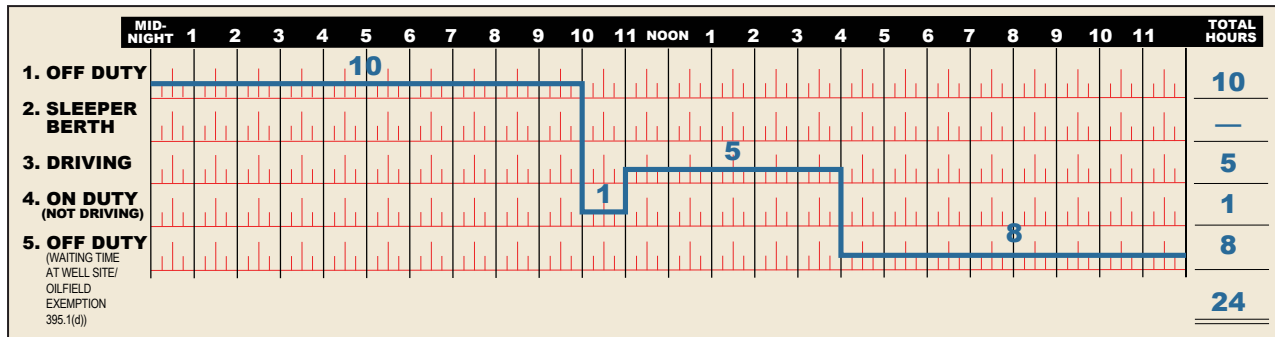
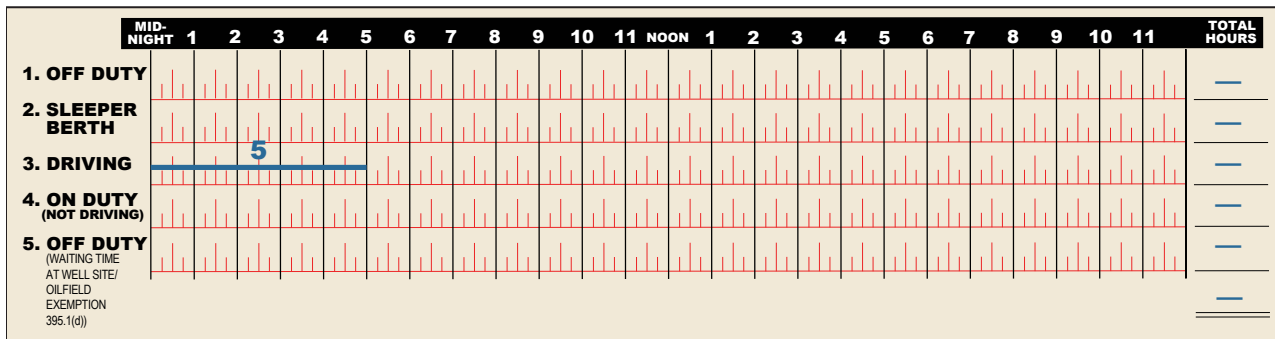


EXAMPLE 19: “Waiting Time” at Well Site***Day 1***"Waiting time" at well site***Day 2****Violations:** There are no violations in this example.

Explanation: This is an example of “waiting time” for certain drivers at oil or gas well sites [See 395.1(d)(2)]. This time – which is off duty and does extend the 14-hour period – is denoted from 4:00 p.m. to Midnight on Day 1 in this example. This “waiting time” must be shown on the paper log or electronic equivalent as off duty and identified by annotations in the remarks section of the log or a separate line added to the log grid. In this example, the “waiting time” is shown by an annotation in the remarks section of the log.

**The effective date for the revisions to the oilfield exemption in Section 395.1(d)(2) is February 27, 2012.*



EXAMPLE 20: “Waiting Time” at Well Site***Day 1****Day 2**

Violations: There are no violations in this example.

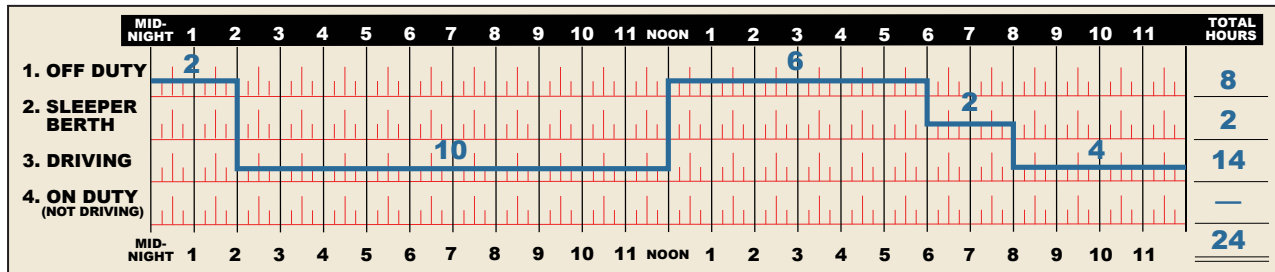
Explanation: This is an example of “waiting time” for certain drivers at oil or gas well sites [See 395.1(d)(2)]. This time – which is off duty and does extend the 14-hour period – is denoted from 4:00 p.m. to Midnight on Day 1 in this example. This “waiting time” must be shown on the paper log or electronic equivalent as off duty and identified by annotations in the remarks section of the log or a separate line added to the log grid. In this example, the “waiting time” is shown on a 5th line added to the log grid.

**The effective date for the revisions to the oilfield exemption in Section 395.1(d)(2) is February 27, 2012.*



EXAMPLE 21: Passenger-Carrying Vehicles

Day 1



Violations: There are no violations.

Explanation – 10-Hour Limit: After 8 consecutive hours off duty, the driver was eligible to drive for up to 10 hours beginning at 2:00 a.m., which the driver did. He or she then took 8 consecutive hours off duty, giving the driver another 10 hours of driving time available.

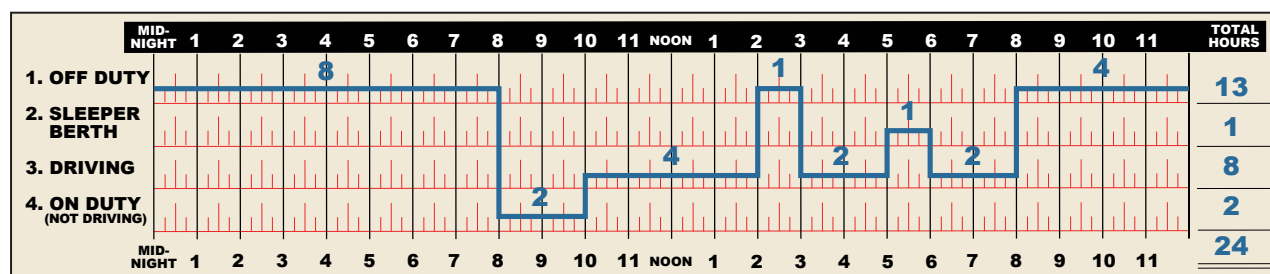
Explanation – 15-Hour Limit: After 8 consecutive hours off duty, the driver had 15 on-duty hours available at 2:00 a.m. By Noon, the driver had used 10 of those hours. The driver then took another 8-hour break, giving him or her another full 15 hours available.

[NOTE: The 8-hour break can be any combination of off duty and S/B time, as long as the time is all consecutive and not broken by any on-duty activity.]

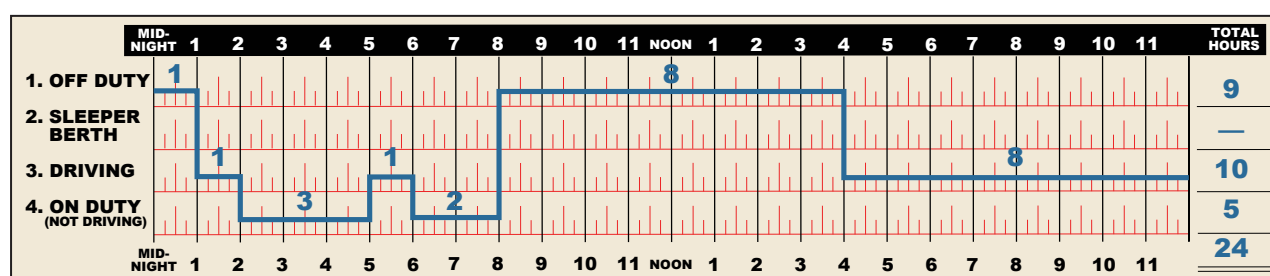


EXAMPLE 22: Passenger-Carrying Vehicles

Day 1



Day 2



Violations: There are no violations.

Explanation – 10-Hour Limit: After 8 consecutive hours off duty, the driver was eligible to drive for up to 10 hours beginning at 8:00 a.m. on Day 1. The driver reached the 10-hour driving limit at 6:00 a.m. on Day 2, when he or she stopped driving. The driver then took another 8 consecutive hours off duty, giving him or her another 10 hours of driving time available.

[NOTE: Off-duty periods of less than 8 consecutive hours do not result in additional driving time.]

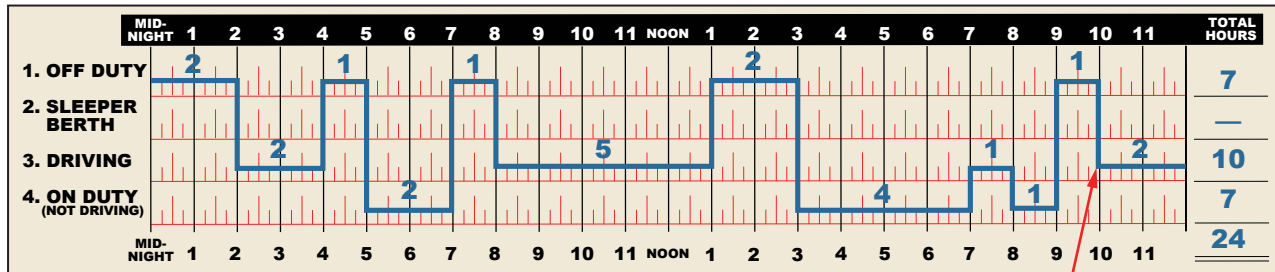
Explanation – 15-Hour Limit: After 8 consecutive hours off duty, the driver, at 8:00 a.m. on Day 1, had 15 on-duty hours available during which to drive a CMV. By including only on duty and driving time in this calculation, the driver reached the 15-hour limit ($2 + 4 + 2 + 2 + 1 + 3 + 1 = 15$) at 6:00 a.m. on Day 2, when he or she had to stop driving. At that point, the driver continued working for 2 hours, which is allowed as long as there is no more CMV driving. In order to return to driving, the driver needed at least 8 consecutive hours off duty, which was obtained by 4:00 p.m. on Day 2, at which point the driver again had 15 on-duty hours available (10 of which could be driving).

[NOTE: Off duty and sleeper-berth (S/B) periods, no matter how short, are not included in the 15-hour calculation. In addition, a driver can continue to work beyond the 15-hour limit, as long as there is no more CMV driving.]



EXAMPLE 23: Passenger-Carrying Vehicles

Day 1



15 HOUR VIOLATION

Violations: There is a 15-hour violation from 10:00 p.m. – Midnight.

Explanation – 10-Hour Limit: After 8 consecutive hours off duty, the driver was eligible to drive for up to 10 hours beginning at 2:00 a.m. on Day 1. The driver reached the 10-hour driving limit at Midnight, so there are no 10-hour rule violations on this log.

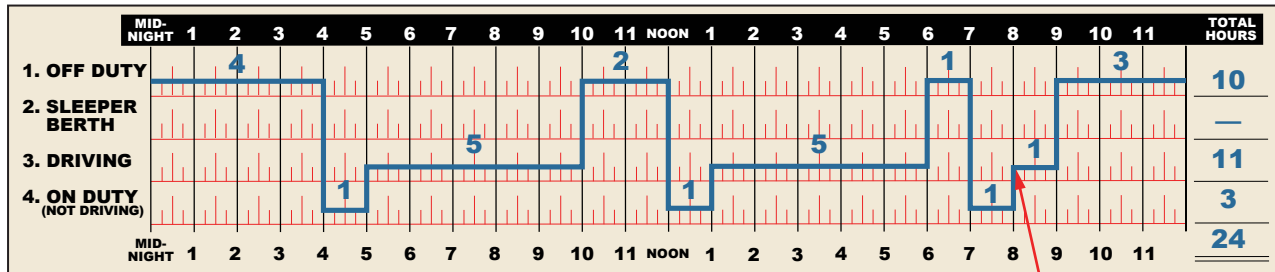
Explanation – 15-Hour Limit: After 8 consecutive hours off duty, the driver, at 2:00 a.m. on Day 1, had 15 on-duty hours available during which to drive a CMV. The driver accumulated 15 on-duty hours (including on duty and driving time) by 9:00 p.m. The 15-hour rule was violated when the driver drove a CMV at 10:00 p.m. without first having another 8 consecutive hours off duty.

[NOTE: Off duty and sleeper-berth (S/B) periods, no matter how short, are not included in the 15-hour calculation.]



EXAMPLE 24: Passenger-Carrying Vehicles

Day 1



10 HOUR VIOLATION

Violations: There is a 10-hour rule violation from 8:00 p.m. – 9:00 p.m.

Explanation – 10-Hour Limit: After 8 consecutive hours off duty, the driver was eligible to drive for up to 10 hours beginning at 4:00 a.m. on Day 1. The driver reached the 10-hour driving limit at 6:00 p.m. and violated the rule by continuing to drive for another hour starting at 8:00 p.m.

[NOTE: The 2 hour off-duty period does not provide the driver with additional driving time.]

Explanation – 15-Hour Limit: After 8 consecutive hours off duty, the driver, at 4:00 a.m., had 15 on duty hours available during which to drive a CMV. The driver accumulated just 14 on-duty hours (including on duty and driving time) by 9:00 p.m., so there were no violations.

[NOTE: Off duty and sleeper-berth (S/B) periods, no matter how short, are not included in the 15-hour calculation.]





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